

DISPATCHING AND DIVERTING AIRCRAFT **8342** (Revised September 2001)

DISPATCHING AIRCRAFT **8342.1** (Revised September 2001)

See [Section 8333](#) Aircraft Dispatching

DIVERTING OF AIRCRAFT **8342.2** (Revised September 2001)

GENERAL **8342.2.1** (No. 9 July 2003)

The most advantageous and efficient use of CDF firefighting aircraft is the initial attack of new fires. Consistent with the concept of primary use of aircraft for initial attack; CDF aircraft will be diverted to new fires whenever their proximity is closer/faster from the extended/major fire to the new initial attack fire than other like uncommitted aircraft. Policies regarding the diversion of aircraft should be **well understood** by all administrators, incident commanders, and cooperating agencies. Incident Commanders will be advised by the ATGS when aircraft committed to their fires have been diverted to new incidents. Thorough communication regarding aircraft divert will be made between the Incident Commander and the entire operational line staff as defined in §8342.2.3. It is most important that all involved understand that an aircraft divert has taken place.

‘NO DIVERT’ POLICY **8342.2.2** (No. 9 July 2003)

When an incident commander recognizes critical fire advances, and has urgent need for continued air support for the direct and immediate threat to life of a firefighter or a civilian by the approaching fire front, the incident commander shall immediately contact the ECC and request **"NO DIVERT"** of a specified number of aircraft. When the critical phase has passed, the incident commander shall immediately advise the ECC.

The **"NO DIVERT"** status will be reevaluated every 30 minutes for its appropriate use by the ECC direct contact with the Incident Commander or ATGS. This procedure shall be used for genuine emergencies only. A hot, running fire is not, in itself, enough justification to request, **"NO DIVERT"**.

DIVERTING AIRCRAFT-AUTHORITY AND RESPONSIBILITIES

8342.2.3

(No. 16 September 2004)

Unit ECC's may divert aircraft assigned to going fires within that Unit to new fires within the unit. The region ECC shall divert aircraft between units within their region, to fires on other-agency lands or other-region lands which fall within the zone-of-influence of aircraft based within that region. Inter-region diversions of aircraft beyond the zone-of-influence of an air base, as well as move-up of aircraft between regions, will be under the control of the Region CC's.

The responsible ECC will contact the ATGS by radio, announcing that this is an "Aircraft DIVERT" and will instruct the ATGS controlling the aircraft to immediately divert the closest specified types of aircraft to the new fire. The ECC will give the bearing and distance to the new fire, a Latitude and Longitude for GPS navigation, a well known landmark, the contact, contact frequencies and any known hazards to flight.

The ATGS will at their discretion identify and divert available attack-ready aircraft considering fuel and retardant loads as well as flight time needed for effective action. The ATGS will notify the ECC of the radio identifiers and estimated times of arrival (ETA) of the diverted aircraft.

The responsible ECC/CC may contact pilots or air bases directly to divert aircraft not in immediate contact with the controlling ATGS. It is the region CC's responsibility to notify all affected units of all aircraft diversions made by the region CC. The Responsible unit ECC will notify the air ATGS of the diversion time and the aircraft diverted.

It is the responsibility of the CC/ECC that initiates any aircraft divert to confirm that divert, including radio identifiers through channels to effected ATGS's, ECC's/CC's, bases, and incident commanders. Incident Commanders shall verify that all operational personnel are notified of the divert status.

All aircraft diversions shall comply with 8100 [Procedure No. 405](#), "Aircraft "No Divert" Notification and any other applicable procedures.

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[\(see Forms and Forms Samples\)](#)